

INTEL. REPORT APRIL 19, 1994

LOUISIANA - MISSISSIPPI

The author of the report wishes to remain anonymous for which you will understand why. MOM was sent this report to help distribute and get the word out to the public. I have transcribed this word for word. WE WERE ALSO REQUESTED TO LEAVE THE DATES OUT.

AFTER HEARING NUMEROUS ACCOUNTS OF SOVIET VEHICLE ACTIVITY IN SOUTHERN MISSISSIPPI AND LOUISIANA. I MYSELF, AND TWO COMPANIONS DECIDEED TO DRIVE TO SOUTHERN LOUISIANA AND MISSISSIPPI, TO SEE WHAT TYPE OF ACTIVITY WE COULD FIND.

THE DAY IS MARCH 4, 1994. I WAS INTRODUCED TO A MAN NAMED TOM. HE IS A PROFESSIONAL PERSON WORKING IN THE MEDICAL FIELD. HE SPENDS NUMEROUS HOURS IN HIS LIESURE TIME FISHING. THERE IS A CERTAIN RIVER AND BAYOU IN SOUTHERN LOUISIANA THAT HE HAS BEEN ASKED TO LEAVE ON SEVERAL OCCASIONS BECAUSE OF THE BOAT ACTIVITY, ESPECIALLY LATER IN THE DAY. HE INFORMED ME THAT AS OF 1994, ON TWO OCCASSIONS HE WAS ASKED TO LEAVE. HE AND A FRIEND ON THE , A FRIDAY OF 1994, WERE FISHING AND WERE ASKED TO LEAVE A CERTAIN LOCATION IN SOUTHER LOUISIANA IN THE BAYOU. THEY HAD SEEN NUMEROUS RIVER TRAFFIC THERE BEFORE, SO THEY NEW THAT SOMETHING BIG WAS UP AGAIN. THEY RETURNED TO THEIR VEHICLE, TO GET A CAMERA AND THEY RETURNED TO THEIR FISHING HOLE AND THEY HAD TAKEN AN SKS RIFLE WITH THEM. HE TOLD ME THAT AS THE SMALL BOATS APPROACHED THEM WITH LOAS CREEK AND SOUTHERN LEWIGA RIVER AND DID (UNINTELLIGBLE) MAKE FIRING WARNING SHOTS OVER THEIR FISHING BOAT THAT THEY WERE FISHING FROM, AND HE AND HIS FRIEND IN RETURN FIRED NUMEROUS SHOTS OVER THE BOAT. AT THIS POINT IN TIME THE BOAT THAT HE WAS FISHING IN WAS SHOT ON NUMEROUS TIMES WITH WHAT APPARENTLY WAS A MACHINE GUN, M60 MACHINE GUN. AND THE VAN THAT HE WAS TRAVELLING IN WAS SHOT WITH AN M60 MACHINE GUN. THE VAN WAS NOT SALVAGEABLE AT THAT POINT TO LEAVE IN. SO HE AND HIS FRIEND FLED ON FOOT, BUT THEY DID TAKE PICTURES OF THE VAN THAT WAS SHOT UPON AND IT DID HAVE NUMEROUS HOLES IN IT.

ON RETURNING THAT NIGHT, THEY FOUND THAT THE VAN HAD BEEN CONFISCATED BY THE LOCAL POLICE DEPARTMENT. HE HAS NOT RETRIEVED HIS VAN TO THIS DAY. IT HAS BEEN APPROXIMATELY 2 MONTHS SINCE THIS GUN BATTLE.

I HAVE ASKED OTHER PEOPLE, AND THEY ARE VERY FAMILIAR WITH THIS STORY AND CLAIM THAT IT IS VERY TRUE. THIS PERSON THAT I AM RELATING TO THAT WE CALL TOM, WILL SEND PICTURES. I WILL FORWARD THEM TO YOU AS SOON AS I HAVE THEM.

AT THIS POINT IN TIME I WAS REALLY GETTING CONCERNED ABOUT SOVIET ACTIVITY IN THE SOUTHEASTERN PART OF THE UNITED STATES. I MET ANOTHER MAN, I WILL

NAME HIM JIM, HE SHOWED ME NUMEROUS PICTURES THAT HE HAD TAKEN FROM A PRIVATE AIRCRAFT THAT HE AND A FRIEND HAD RENTED. AND HAD HEARD OF NUMEROUS ACTIVITY GOING ON IN SOUTHERN LOUISIANA AND MISSISSIPPI AS WELL. AS I HAD OBSERVED THE PICTURES SOME OF THEM WERE OF THE BILOXI - GULFPORT MS. AIR NATIONAL GUARD UNIT IN GULFPORT - BILOXI, MS. THERE WAS APPROX. A HUNDRED VEHICLES OF SOVIET TYPE. ON THE GROUND. AFTER FURTHER INVESTIGATION I HAVE FOUND THAT THESE VEHICLES WERE LOCKED INSIDE A COMPOUND THAT BELONGED TO THE U.S. CUSTOMS, BLUE LIGHTNING CUSTOMS OFFICE. THESE VEHICLES HAVE BEEN MOVED WITH NUMEROUS OTHER VEHICLES INTO A STAGING AREA SEVEN MILES NORTH OF THE GULFPORT, I-10 EXIT ON HWY 49 IN GULFPORT, MS. THERE IS APPROX. 730 TRUCKS IN THIS COMPOUND. THEY ARE OF SOVIET ORIGIN, THEY ARE FROM THE EAST GERMAN BLOCK, IN GERMANY. THESE TRUCKS ARE MARKED WITH BILL OF LADING, MARKED UNITED NATIONS - UN. THESE TRUCKS IN THE LAST TEN DAYS, FROM THE TIME OF THIS REPORT HAVE BEEN MARKED ON BUMPERS UN WITH PERSONAL TRUCK NUMBERS. THESE TRUCKS DO HAVE CAPABILITIES OF GAS, ASSAULT TROOPS, COMMUNICATIONS EQUIPMENT, ANTI-SCATTERING INFRARED DEVICES ATTACHED TO THEM. THE FUEL TANKS OF THESE TRUCKS HAVE BEEN TOPPED OFF. AND APPARENTLY LOOK READY TO ROLL, IN ANY TYPE OF SITUATION.

AT THIS POINT IN TIME, MYSELF AND TWO OF MY COMPANIONS, ONE I WILL CALL THE AND A THIRD PERSON HAD HEARD OF NUMEROUS REPORTS OF ACTIVITY IN NASA (NATIONAL AERONAUTICAL SPACE ADMINISTRATION) IN NICHOLSON, MS. WE HAD ABSERVED AN AREIAL PHOTOGRAPH FROM A GREAT DISTANCE THAT APPEARED TO BE SOME TYPE OF AIRCRAFT UPON THE GROUND. THEY WERE HELICOPTERS, BLACK IN NATURE, WE HAD ALSO HEARD THAT NUMEROUS PEOPLE WERE REPORTING IN THERE, WITH THE OLIVE DRAB, PRE-VIETNAM TYPE ERA RIP-STOP PANTS AND TOP, NO INSIGNIA, NO MARKINGS, JUST CAUCASIONS, WHO LOOKED TO BE RUSSIAN AND NUMEROUS BOAT ACTIVITY THERE AFTER DARK. AT THIS POINT IN TIME, WE TOOK IT UPON OURSELVES TO DRIVE TO THE FRONT GATE, DRESSED IN THIS EXACT APPAREL TO SEE WHAT WOULD HAPPEN. THE DATE AT THIS POINT IN TIME IS SATURDAY, the , 1:00 p.m. WE APPROACHED THE FRONT GATE OF NASA. ALL THREE OF US, DRESSED THE SAME, OLIVE DRAB, PRE-VIETNAM RIP-STOP TYPE FATIGUES, BOOTS, TOPS, NO COVERS NO MARKINGS - TO SEE WHAT WOULD HAPPEN. AS WE GOT TO THE GUARD SHACK, A GUARD CAME OUT, LOOKED AT US AND SAID "YOUR SBU, CORRECT?" AND I LOOKED HIM IN THE EYE, AND SAID, CORRECT. AT THAT POINT IN TIME, HE SAYS THEIR EXPECTING YOU. WE DROVE THROUGH THE GATE PAST THE VISITORS CENTER BECAUSE WE HAD NO IDEA AT THAT TIME WHO WAS EXPECTING US OR WHERE TO GO. SO WE DECIDED WE WOULD JUST RIDE AROUND SINCE WE WERE APPARENTLY INVITED GUESTS. WE DROVE TO THE EASTERN SIDE OF THE, OR, BACK GATE WHERE TESTING IS DONE ON THE APPARENTLY, THE SPACE VEHICLE OR ENGINES ARE TESTED THERE. AND WE WERE LOOKING FOR FOREIGN VEHICLES, HELICOPTERS, ANYTHING THAT MIGHT

LOOK UNUSUAL. AT THIS POINT IN TIME, WE APPROACHED ANOTHER GATE HOUSE. A GENTLEMAN STEPPED OUT, WALKED UP TO US, AND HE LOOKED INSIDE AND HE SAID YOUR SPECIAL BOAT UNIT CORRECT? AND I SAID, SIR? AND HE SAID YOUR SBU, SPECIAL BOAT UNIT. I SAID YES SIR, THAT'S CORRECT. HE SAID, APPARENTLY YOUR LOST, HE SAID, YOU NEED TO REPORT TO THE VISITOR'S CENTER.

AT THIS POINT IN TIME, MYSELF, AND THE THIRD PERSON IN THE PARTY, DECIDED THAT WE WOULD REPORT THERE, ONLY TO SEE WHAT WOULD HAPPEN.

AT THIS POINT IN TIME, APPROXIMATELY .15 MINUTES HAD PASSED SINCE WE HAD ENTERED THE BASE. NOTHING UNUSUAL AT THAT TIME HAD WE SEEN. AS WE APPROACHED THE VISITORS CENTER. WALKED UP THE STEPS. WE WALKED IN, THEY SAID YOU MUST SIGN IN. A LADY WALKED OVER AND SAID I HAVE SIGNED THESE MEN IN. AND SHE WROTE SOMETHING UPON THE CHART THERE. AS WE WALKED OVER AND READ IT. IT SAID THREE SBU. SO AT THAT POINT IN TIME WE KNEW THAT WE WERE ON TO SOMETHING THAT WAS VERY UNUSUAL. BEING IDENTIFIED AS SPECIAL BOAT UNIT. NOTHING IN MY PRIOR MILITARY EXPERIENCE COULD IDENTIFY WHAT SPECIAL BOAT UNITS WERE.

AT THIS POINT IN TIME, WE LOOKED AROUND AND EVERYWHERE WERE PEOPLE DRESSED WITH D.O.D. BADGES ON THEM (DEPARTMENT OF DEFENSE). THERE WERE FOREIGNERS, THERE WERE KOREANS, NUMEROUS THAT WE SAW THAT COULD NOT SPEAK ENGLISH, BUT THEY HAD INTERPRETERS WITH THEM. AND WHAT APPARENTLY WERE HIGH OFFICIALS IN THE UNITED STATES GOVERNMENT, POSSIBLY CIA, WE'RE NOT SURE. THERE WAS A SPECIAL CHARTER BUS THAT ARRIVED AT THAT MOMENT IN TIME. AND EVERYONE WAS ASKED TO BOARD THE BUS. WE LET EVERYONE THAT WAS THERE PRIOR TO US BOARD THE BUS AND WE BOARDED THE BUS LAST. THE THREE OF US SAT TOGETHER AT THE REAR OF THE BUS. DUMBFOUNDED AS TO WHAT WE HAD WALKED INTO AND WHAT WE WOULD SEE AND HEAR AT THIS POINT IN TIME. THE LADY THAT HAD SIGNED US IN AT THE VISITOR'S CENTER, BOARDED THE BUS AS WELL, AND GRABBED A MICROPHONE AND STARTED TO SPEAK TO US. SHE WAS FREINDLY AND VERY THOROUGH. SHE SAID THAT WE WOULD TOUR THE CONTENTS OF THE BASE AND ONLY PERTINENT INFORMATION WOULD BE GIVEN US AT THAT TIME. AS WE STARTED TO TOUR THE NASA FACILITIES WE ENDED UP AT APPARENTLY WAS A LANDING DOCK ADJACENT TO PEARL RIVER, COMING FROM PEARL RIVER A CANAL THAT WAS WELL DREDGED. AT THIS POINT IN TIME SHE SAID THERE WAS A JOB BEING WELL DONE THERE BY THE SBU, SPECIAL BOAT UNITS. AND AS THE PEOPLE TURNED TO LOOK AT US, APPARENTLY, YOU KNOW, THEY WERE EXPECTING POSSIBLY THAT WE WOULD HAVE SOMETHING TO SAY, WHICH WE DID NOT AT THIS POINT, BECAUSE WE WERE ABSOLUTELY DUMBFOUNDED. AS WE APPROACHED NUMEROUS OTHER BUILDINGS, ONE BUILDING IN PARTICULAR WE WERE INFORMED THAT THIS BUILDING WAS OF TOP SECRET NATURE AND THAT THERE WAS A TOP SECRET UFO (UNIDENTIFIED FLYING OBJECT) GOING ON INSIDE THAT BUILDING AND THAT IT WAS TOP SECRET BUT WE WOULD BE INFORMED LATER AS TO ANY ACTIVITY THAT WERE,

COULD BE INFORMED ABOUT. THERE WAS NO NUMBERS OR MARKINGS UPON THIS BUILDING. WE APPROACHED SOMETHING ADJACENT TO IT WAS THE NAVAL OCEANOGRAPHIC OFFICE, WHERE WE WERE INFORMED THAT THE ENTIRE PERSIAN GULF WAR WAS BEING CONDUCTED FROM THIS BUILDING. AS WE LEFT THIS AREA WE WERE SHOWN AN AREA THAT HELICOPTERS WERE USED BY SPECIAL BOAT UNITS AND THAT THESE HELICOPTERS WERE SEEN MOSTLY AT NIGHT LANDING IN THIS AREA - THIS WAS THE LANDING FIELD AND AS WE CONTINUED TO TOUR THE BASE WE WERE HEADING TO THE ACTUAL TESTING GROUNDS OF THE SATELLITES THAT GO IN OUTER SPACE THE SYSTEMS THAT SEND THEM INTO OUTER SPACE THE MOTORVEHICLES THEMSELVES. AS THEY WERE TELLING US BASICALLY THAT THE TOUR WOULD HAVE A SMALL BREAK AND WOULD CONTINUE AND WE WOULD GO ACTUALLY INSIDE SOME OF THE COMPOUNDS TO SEE FURTHER THINGS, WE DECIDED AT THAT POINT, WHEN THEY TAKE THEIR TEN MINUTE BREAK, THAT WE SHOULD LEAVE BE CAUSE WE DID NOT HAVE PROPER IDENTIFICATION AND NEITHER WAS IT ASKED FOR, BUT WE WERE AFRAID IF WE GOT TO SOME OF THE TOP SECRET BUILDINGS THEY WOULD BE ASKED FOR, THAT THEY WOULD BE INSPECTED NOW.

AT THAT POINT IN TIME AS EVERYONE LEFT THE BUS FOR A TEN MINUTE BREAK WE DECIDED TO GET IN MY VEHICLE THAT WE WERE TRAVELLING IN AND TO EXIT THE BASE ON THE NORTHERN SIDE TO SEE WHAT WE COULD SEE. STILL DUMBFOUNDED AS TO WHAT WE HAD WALKED INTO.

AS WE TRAVELLED NORTH AND TO EXIT THE NORTHERN GATE WE WERE IDENTIFIED AS SBU UNITS ON OUR WAY OUT. BY THE GUARD AT THE NORTHERN GATE. AS WE WERE HEADED NORTH AT THIS POINT. APPROXIMATELY THREE MILES NORTH OF THE BASE, WE SAW A ROAD THAT HAD BEEN BUILT RECENTLY THAT COULD CARRY HEAVY ARMORED VEHICLES. 70 AND 80 TON BRIDGES WERE IN PLACE. THE ROAD WAS APPROX. 40 FEET WIDE. NO HOUSES UPON THE ROAD. AND IT WAS APPARENT THAT HEAVY TRUCKS AND POSSIBLY ARMOR HAD TRAVELLED THIS ROAD RECENTLY. AT THIS POINT IN TIME WE HAD DECIDED THAT WE HAD STUMBLED UPON SOMETHING. WE DECIDED TO TRAVEL THE ROAD AND IT WENT TO THE AIRFIELD AT STENIS AIR BASE THAT IS IN THE KEYOL, MS. AREA THAT IS ADJACENT TO THE NASA AREA.

AT THIS POINT IN TIME, WE DECIDED THAT WE WOULD GO HOME AND RETURN AT A LATER DATE.

ON MONDAY THE of , I RETURNED ALONE TO THE CENTER ON HWY 49 NORTH OF GULFPORT, MS. AT THE STAGING AREA OF NUMEROUS SOVIET TRUCKS. AS I WALKED OUTSIDE THE GATE WITH A CAMERA TAKING PICTURES. A GENTLEMAN CAME OUT AND ASKED ME IF HE COULD HELP ME. I INFORMED HIM HE COULD IF HE COULD TELL ME WHO HE WAS AND WHAT THEY WERE DOING WITH THE TRUCKS THERE. AND HE INFORMED ME THAT HE WAS THE DIRECTOR OF MAINTENANCE THAT THESE TRUCKS WERE QUARANTINED IN THIS SAID COMPOUND AND WERE ATTACHED TO THE UNITED NATIONS, AND THAT THE TRUCKS WERE APPROXIMATELY 730 IN NUMBER WITH OTHER TRUCKS COMING. THESE WERE NEW TRUCKS THAT WERE LESS THAN TWO YEARS

OLD. NO TRUCK IN THE COMPOUND HAD MORE THAN 1,000 MILES UPON THEIR SPEEDOMETER - ODOMETERS AND THAT THESE TRUCKS WOULD BE USED IN A PEACEFUL NATURE BY THE UNITED NATIONS WHERE THEY WOULD SEE FIT. AT THIS POINT IN TIME, I ASKED HIM IF I COULD COME INSIDE THE COMPOUND, WHICH HE SAID NO IT WAS A RESTRICTED COMPOUND. I ASKED HIM SINCE THE UNITED NATIONS WAS PEACEFUL IN NATURE WHAT IN FACT THEY WERE DOING WITH TRUCKS THAT HAD CHEMICAL SPRAYING CAPABILITIES. AT THAT POINT IN TIME HE INFORMED ME THAT THESE TRUCKS WOULD BE USED FOR OTHER PURPOSES AND NOT ON UNITED STATES SOIL BUT ON FOREIGN SOIL WHEN THEY WERE REFURBISHED HERE. IN MY OWN OPINION, AS I LOOKED AT THE TRUCKS, THEM FULLY COMBAT - READY TO ROLL. CAPABILITIES OF SURVIVING INSIDE OF A NUCLEAR-BIOLOGICAL CHEMICAL AREA (CONTAMINATED AREA) THESE TRUCKS WERE READY AT THAT TIME TO BE ROLLED AND NOT TO BE REFURBISHED AT ANY POINT IN TIME THAT I COULD SEE. I HAVE REPORTED BACK ON NUMEROUS OCCASIONS ON APPROX. THE OF , AND THE OF , 1994 THESE TRUCKS ARE BEING MARKED AT THIS TIME UNITED NATIONS. THE BILL OF LADING ARE STILL INSIDE THE TRUCKS MARKED UN (UNITED NATIONS) I HAVE TALKED TO NUMEROUS FISHERMAN IN THIS AREA AND WHO HAVE INFORMED ME THAT THEY HAVE SEEN BOATS MOVING UP THE RIVER AT NIGHT.

AT THIS POINT IN TIME, ON THE 21ST OF MARCH, 1994, MY SELF, THE AND THIRD PARTY, WITNESSED AT 10:00 P.M. AT NIGHT, GOING INTO THE NASA AREA, A LARGE BARGE, THAT LOOKS TO HAVE SEA GOING CAPABILITIES, A BARGE THAT HAS A DEEP SEA TYPE TUB, PUSHING IT, 4,000 H0 APPROX. WITH CONIX BOXES, MILITARY TYPE, HEADING INTO THE NASA AREA. AT THIS POINT IN TIME. I AM SURE THAT THE NASA AREA IS POSSIBLY A STAGING POINT, FOR A LOT OF GEAR, MILITARILY FOREIGN, IS BEING, TRANSPORTED INTO AND SHIPPED TO OTHER PARTS OF THE UNITED STATES. I AM ALSO SURE THAT A SOVIET M1 6 SKYCRANE HELICOPTER HAS BEEN REPORTED SEEN AT THE BILOXI REGIONAL AIRPORT ON THE , MONDAY, 1994 APPROX. 1:00 P.M. IT HAS THE CAPABILITIES OF CARRYING 60 COMBAT TROOPS LOADED AND ALSO THIS HELICOPTER DID HAVE MACHINE GUNS MOUNTED ON EITHER DOOR. IT IS ONE THAT HAS BEEN SEEN, BUT NUMEROUS OTHERS HAVE BEEN REPORTED SEEN, ALSO FOREIGN AIRCRAFT OF UN KNOWN ORIGIN THERE.

AT THIS POINT IN TIME, I DO HAVE A PERSON THAT WORKS WITH ME, THAT HAS A CAMCORDER THAT HE'S TAKING PICTURES OF REPORTEDLY GROUND TRACK VEHICLES, FOR GROUND TROOPS, ASSAULT VEHICLES, ARMORED PERSONAL CARRIERS, IN RURAL MS. I DO NOT HAVE THAT TAPE IN MY HAND AT THIS PARTICULAR POINT IN TIME, BUT I WILL HAVE IT WITHIN 36 TO 48 HRS. AND I WILL GET BACK TO YOU AT THAT POINT IN TIME.

THANK YOU.

END OF INTEL.

MOM

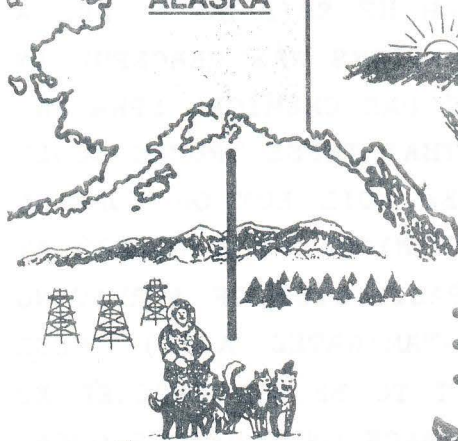
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NOXON, MT. 59853

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America's Regions!

EXPLORE THIS GREAT LAND OF OURS!

ALASKA



ALASKA

- MOUNTAINS
- OIL • SALMON
- DOG SLEDDING



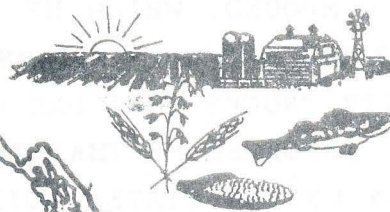
PACIFIC COAST

- REDWOOD TREES
- GRAPES • SALMON
- HYDROELECTRICITY



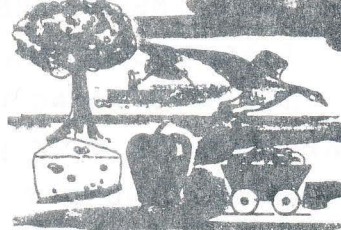
HAWAII

- PALM TREES • SURFING
- SUGAR CANE • PINEAPPLE
- CACTUS • WHEAT
- OIL • LONGHORN CATTLE



HEARTLAND

- FARMING • CORN
- OATS • WHEAT
- WALLEYED PIKE



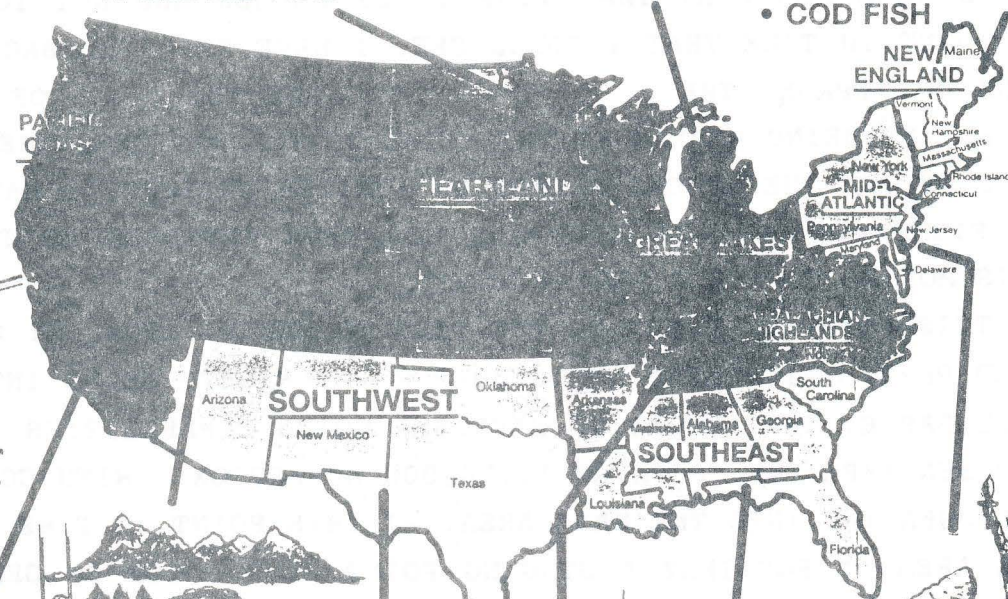
GREAT LAKES

- FISHING • MINING
- CHEESE • APPLES
- CANADA GEESE



NEW ENGLAND

- MAPLE TREES
- LOBSTER
- LIGHTHOUSES
- COD FISH



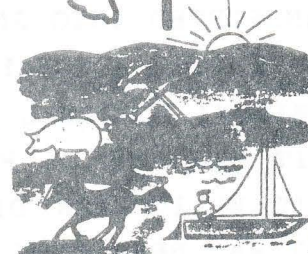
SOUTHWEST

SOUTHEAST

NEW ENGLAND

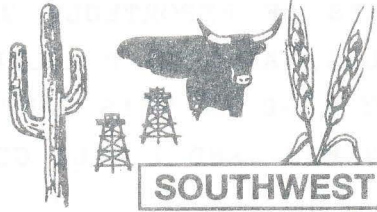
MID-ATLANTIC

- STATUE OF LIBERTY
- OYSTERS • CRAB
- UNITED NATIONS

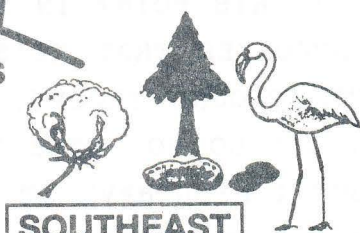


APPALACHIAN HIGHLANDS

- MOUNTAINS
- SAILING • HOGS
- HORSES
- MINING



SOUTHWEST



SOUTHEAST

- COTTON • PEANUTS
- PINE FORESTS
- FLAMINGOS

1994 KIX CEREAL BOX BACK.

THE SAME EXACT MAP AS 1986 T.V. SERIES

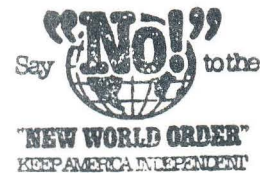
AMERIKA

OBSERVATION REPORT

TOPIC: T 72 RUSSIAN TANKS IN WEST TEXAS

DATE: 12 JUNE 94

TIME: 1325 HOURS



LOCATION: IH-10 WESTBOUND, FIRST SEEN AT 258 MILE MARKER. EXIT AT 257 AND CROSSED TO THE EXXON TRUCK PLAZA AT S.W. OF JCT. OF IH-10 AND U.S. 285. THE LARGE SEMI TRACTOR TRAILER RIGS (2), EACH CARRYING A T 72 TANK, PARKED IN THE FAR EASTERN AREA OF THE TRUCK PARKING LOT, FACING N.W. - FORT STOCKTON, TEXAS.






INFORMATION: BOTH TRUCK TRACTORS WERE SOLID WHITE IN COLOR, & MARKED WITH RECTANGULAR DOOR DECALS, "TRISM SPECIALTY CARRIERS", NO ADDRESS OR OTHER DATA. LISC. PLATE ON THE GRILL OF ONE TRACTOR WAS OKLAHOMA 1D095723 & THIS TRACTOR WAS MARKED WITH COMPANY NO.24824 - THE OTHER TRACTOR'S PLATE WAS COVERED BY AN "OVERSIZE LOAD" SIGN. THE DRIVERS OF THESE RIGS WERE NOT OBSERVED, LIKELY THEY WERE INSIDE THE TRUCK PLAZA CAFE. NO SECURITY PERSONEL WERE OBSERVED IN THE AREA. ONE T 72 LOOKED "LIKE-NEW" WITH FRESH DARK GREEN/GREY GREEN PAINT, THE OTHER T 72 HAD A MULTI-COLOR CAMO PAINT SCHEME, LIGHT GREEN/TAN/DARK GREEN, AND LOOKED MORE WEATHERED. BOTH HAD ALL GEAR MOUNTED, INCLUDING EXTERNAL FUEL DRUMS. THE 12.7MM HEAVY MACHINE GUNS WERE OF COURSE NOT MOUNTED, AS THESE ARE STOWED WHILE IN TRANSIT. THE ACCESSORIES MOUNTED ON EACH T 72 APPEARED IDENTICAL. "A30" WAS THE ONLY MARKING ON THE DARK COLORED T 72 - STENCILED ON ABOVE THE TRACK IN SMALL WHITE LETTERS, AND FORE & AFT. THE OTHER T 72 HAD A TWO DIGIT NUMBER SIMILARLY PLACED. NO NATIONAL/UNIT MARKINGS. AT 1410 HOURS THESE RIGS WERE STILL STATIONARY, THEIR EVENTUAL DEPARTURE TIME AND DESTINATION IS UNKNOWN. IT IS LIKELY THAT THEY CONTINUED WEST ON IH 10 TO EL PASO &/OR BEYOND.

XX

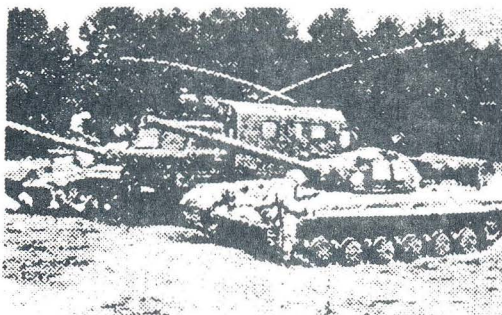


Our main battle tank, the M-1M-1A1 Abrams did not do too well during the Israeli invasion of Lebanon and there are problems with it, which at this time have not been worked out.

USSR Main Battle Tanks



	T-54/55	T-62	T-64	T-72	T-80
					
WEIGHT (MT)	36	37	35	41	42
SPEED (KM/HR)	50	50	80	60	90
MAIN ARMAMENT	100 mm	115 mm	125 mm	125 mm	125 mm
MUZZLE VELOCITY (MPS)	1,500	1,600	1,750	1,750	1,750

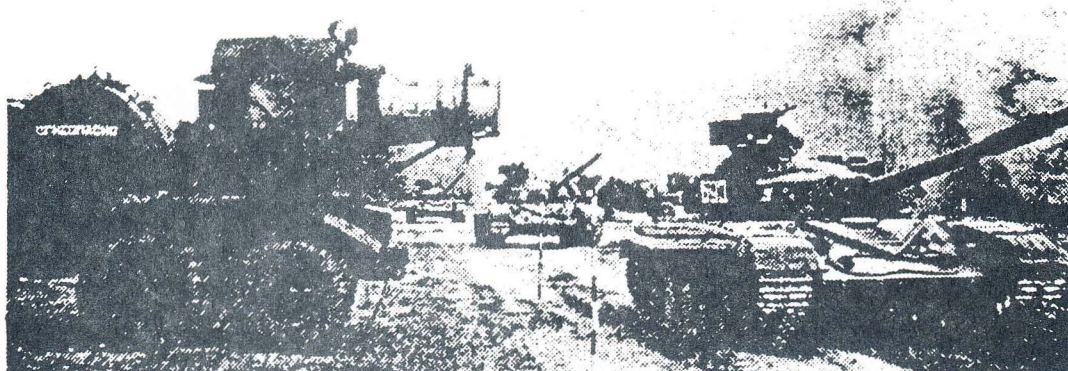
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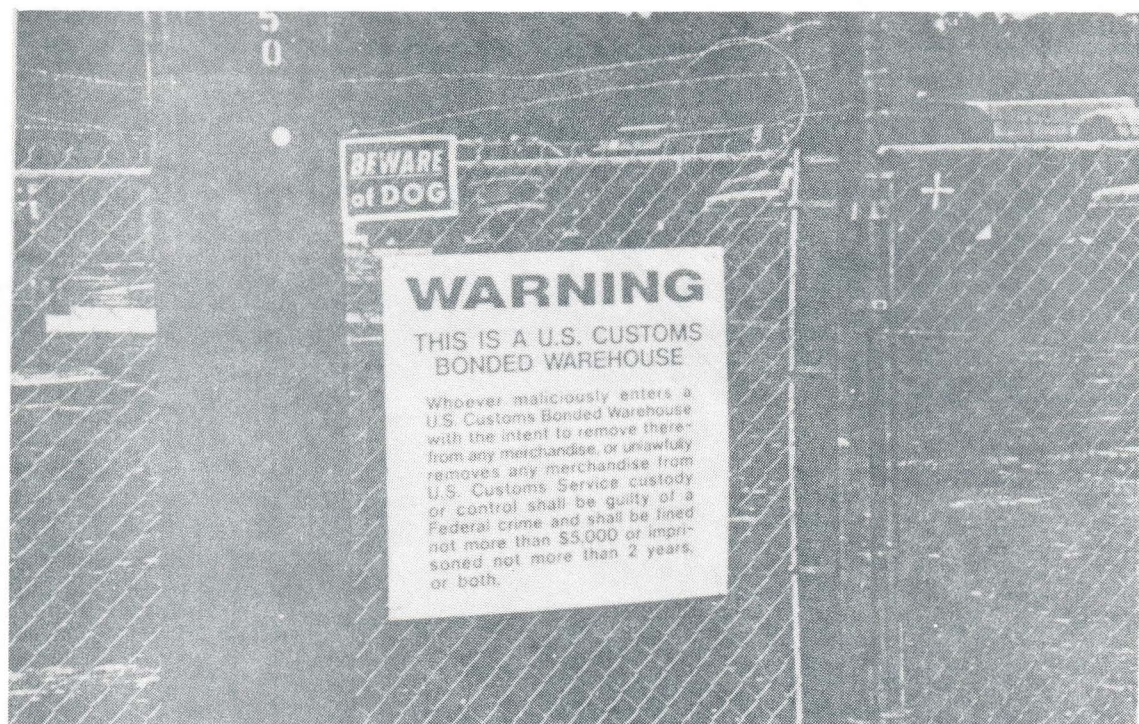
Soviet chemical units operate on the move with combat units, thereby preserving a rapid rate of advance even in chemically contaminated areas.

US Main Battle Tanks

	M-60A1/3	M-1/M-1A1 ABRAMS
		
WEIGHT (MT)	51	55
SPEED (KM/HR)	50	70
MAIN ARMAMENT	105 mm	105 mm/120 mm
MUZZLE VELOCITY (MPS)	1,500	1,500/1,660



A chemical protection company can cleanse the vehicles of one regiment with one load of decontaminant. The TMS-65, shown here, uses a jet engine to dispense decontaminant.

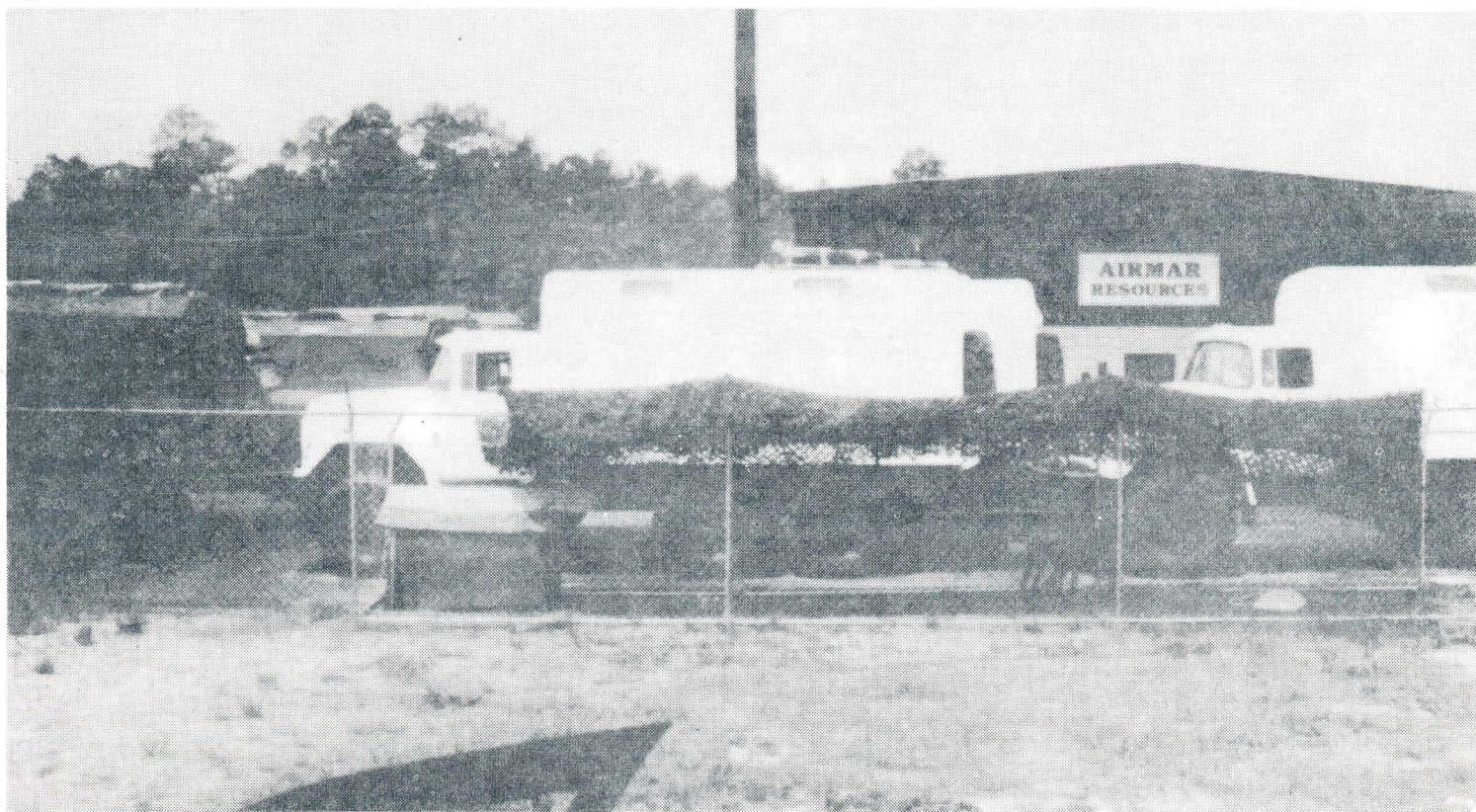


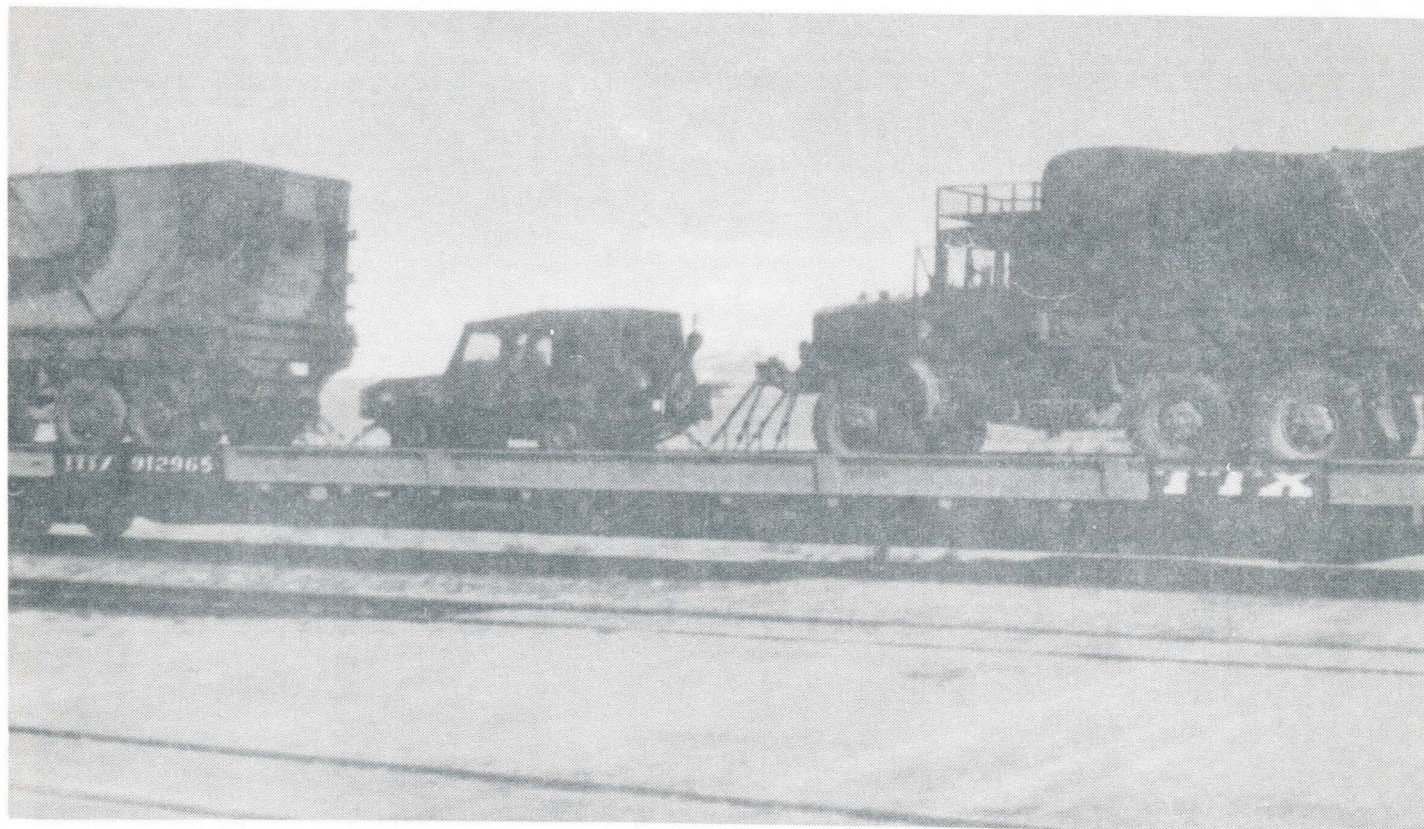
CHEMICAL WAGONS
 ARE OPERATIONAL

These Russian and German trucks are parked at a compound in Saucier, Miss. Patriots fear that these trucks may be used against United States citizens, in a United Nations operation.



FROM SOVIET GREEN TO U.N. WHITE
RIGHT HERE IN THE U.S.S.A. SHIPPED
THRU OUT OUR HOME LAND AS WE SLEEP.



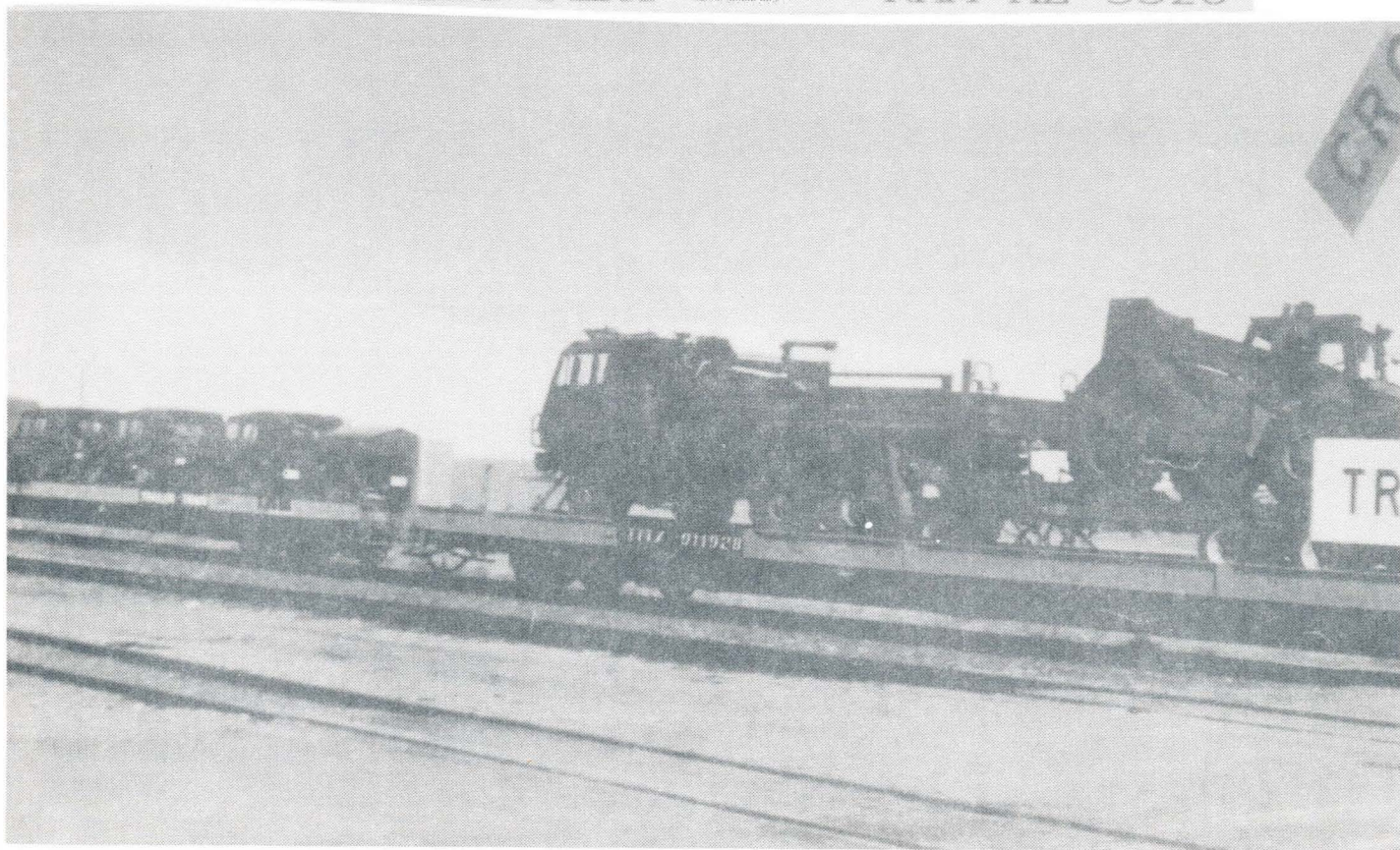


IN THE
U.S.A.
NOW

↗ SOVIET JEEP - UA2 469B

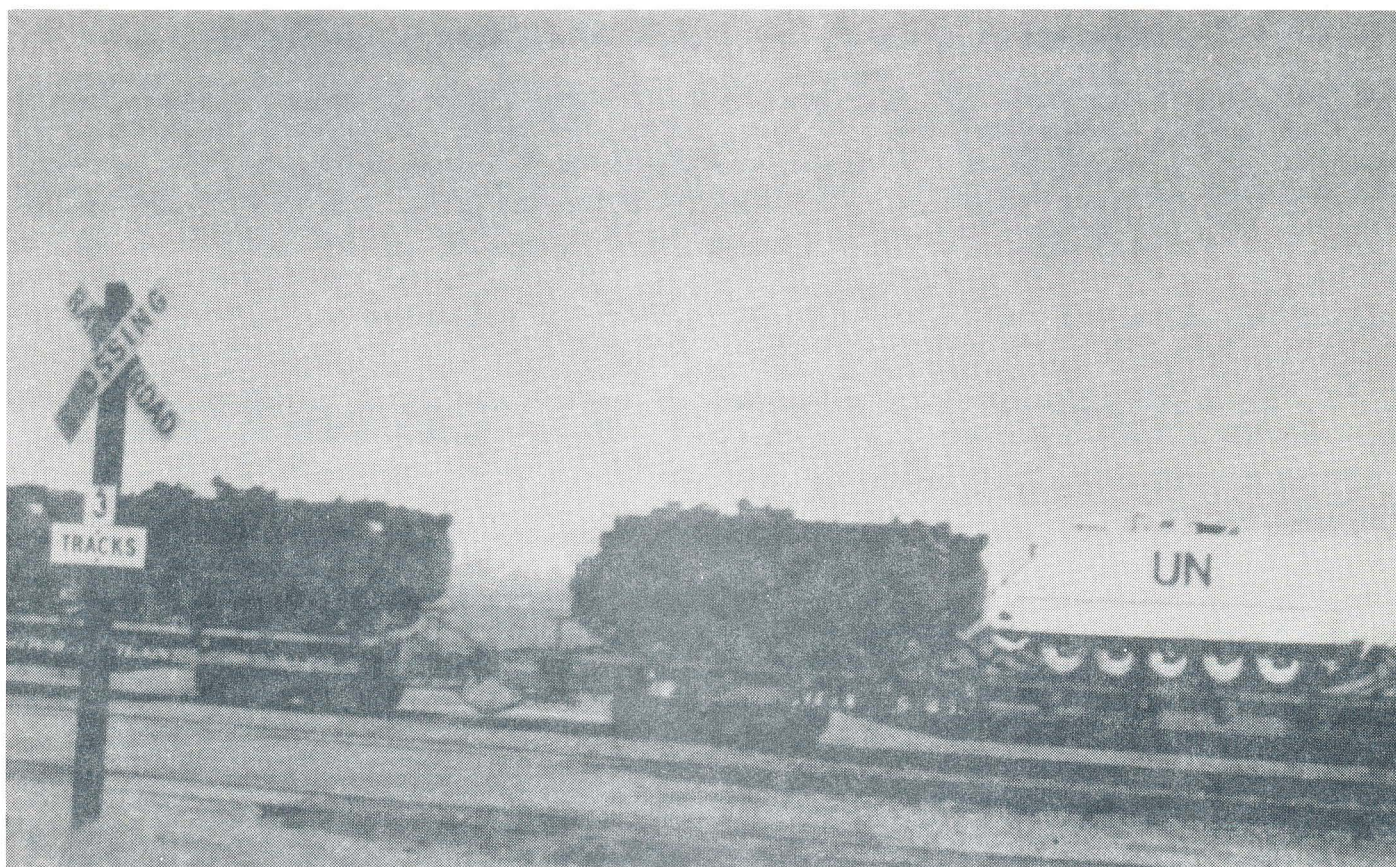
SOVIET TRUCK - ZIL 131 ↗

SOVIET FLAT BED ↘ KAM AZ 5320





HERE ↑ - URBAN ASSAULT - ↑
 NOW ↓ US BUILT 113's - ARMORED PERSONNEL ↓



beesch merkator Hauptstraße 3 WD 2061 Tönningstedt/Holstein

LGO - NR :

IDENT :

KATEGORIE:

LISTE:

O ZIL 131 SPEZ - KFZ (K)
TYP-NR: 54.063.050.000

O ZIL 157 KOFFER

O ZIL 131 STAB - KFZ (FK)
TYP-NR: 54.073.060.000

O ZIL 157 V-TANK

O ZIL 131 V-TANK

ARS 14 = CHEMICAL VEHICLE

O ZIL

WE WANT YOU TO KNOW THAT THIS VEHICLE BELONGED TO
ES WIRD DARAUF HINGEWIESEN DASS DIESES FAHRZEUG AUS EHEMALIGEM
NVA-BESTAND AUSFUHRGENEHMIGUNGSPFLICHTIG IST.
NVA STOCKPILE READY FOR EXPORT
AUSFUHRGENEHMIGUNG ERTEILT:

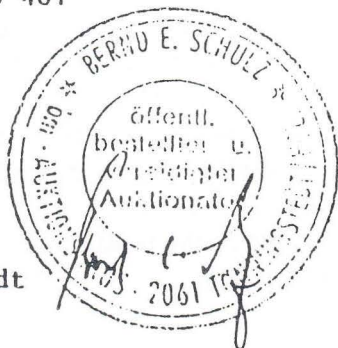
BUNDESAMT FÜR WIRTSCHAFT
FRANKFURTER STR. 29-31
WD-6239 ESCHBORN 1

VERWERTUNGSBEHÖRDE: VEBEG/MDSG-DEPOT:

--- GROSS-MOHRDORF ---

VERWERTUNGS-NR: 140 401

bm
beesch merkator
Wirtschaftsdienst
und Auktionshaus
Tel.: 04537-7546
Fax : 04537-1353
Hauptstr. 3
WD-2061 Tönningstedt
GERMANY



RES. FOR
UN.

• ZIL AWTOZAWOD
AWTOZAWODSKAJA UL. 23
109 380 MOSKWA
P/O "ZIL"
007095 - 275 34 28

NATION

Beware the 'warrior class'

U.S. unprepared for emerging threat, Pentagon aide says

St. Louis Post-Dispatch

An Army major says in an influential military journal that the United States may lack the spine to fight its likeliest enemy.

That enemy: a "warrior class" rising around the world as traditional governments fall in places such as Haiti.

"The soldiers of the United States Army are brilliantly prepared to defeat other soldiers," writes Maj. Ralph Peters, who works in the Pentagon as a threat-assessment officer.

In the new issue of *Parameters*, the journal of the Army War College, he writes: "Unfortunately, the enemies we are likely to face through the rest of this decade and beyond will not be 'soldiers,' with the disciplined modernity that term implies, but 'warriors' — erratic primitives of shifting allegiances, habituated to violence, with no stake in civil order.

"U.S. soldiers are unprepared for the absolute mercilessness of which modern warriors are capable," and are discouraged or forbidden from replying in kind.

Peters finds his new breed of warriors all around the globe, from Haiti through the Balkans and the former Soviet Union to the Middle East, Afghanistan and beyond — even the big-city slums of the United States.

His article says the warriors spring from four pools:

- The underclass, whose typical member he defines as "a male who has no stake in peace, a loser with little education, no legal earning power, no abiding attractiveness to women and no power."

- Younger males shunted by the disruption of civil institutions into the underclass.

- ■ Genuine patriots, motivated by ideological belief or by personal loss.

- ■ Cashiered military men. They're the most dangerous, Peters writes. "These men bring other warriors the rudiments of the military art — just enough to inspire faith and encourage folly."

The problem gets worse all the time, he writes. "If the current trend toward national dissolution continues," he says, "by the end of the century there may be more of

these warriors than soldiers in armies worthy of the name."

The former Yugoslavia and Soviet Union alone "are vast training grounds for the warriors who will not be content without a conflict somewhere," Peters writes.

To counter such "warriors," Peters writes, the Army must shape up its intelligence gathering. While traditional intelligence crams facts into rigid geographic categories, he says, warriors roam.

Second, he says, intelligence officers must set aside their preoccupation with numbers and weaponry. Instead, he says, they must start reading books that explain human behavior and regional history.

Finally, he says, the Army must ask whether it can summon up the level of violence it needs.

He writes, "This type of threat generally requires a two-track approach — an active campaign to win over the populace, coupled with irresistible violence directed against the warlord(s) and the warriors. You cannot bargain or compromise with warriors."

On Tuesday May 31, 1994, at approximately 2:00 am, while traveling north on I-25, I witnessed three trains parked at what appeared to be a railroad junction just south of Wheatland, Wyoming. I also saw a fourth train moving east in the direction of the railroad junction. I was able to see part of the cargo on the three trains that were stopped. I identified the cargo as military equipment, consisting of tanks, APC's, two and a half ton trucks, and jeeps. Some of the equipment was painted white, while others were dark in color. I also noticed men in dark uniforms running around the trains in what appeared to be 360 degree security. I am currently a military member who is highly trained in ground combat. At that time I was unable to positively identify the equipment and soldiers as being American or foreign. I was also unable to see the cargo on the fourth train. Two of the trains were pointing in a northerly direction, one was pointing south, and the moving train was headed east.

Robert /

M. P.

AIR FORCE

Can't build new world in a day, general tells Georgia leaders

Associated Press

TBILISI, Georgia — America's top military official, Gen. John Shalikashvili, told leaders on a visit Monday to his ancestral homeland that stability in the post-Cold War world will take at least a decade to take shape.

Shalikashvili, chairman of the Joint Chiefs of Staff, met with Georgia's defense minister, ate lunch with leader Eduard Shevardnadze and had an emotional audience with Orthodox religious leader Patriarch Ilya II.

"It took nearly a decade from the end of World War II to establish the security structures for the world, and it's going to take every bit as long to build the structures necessary for the new world order," Shalikashvili said.

But he quickly departed from politics to pay homage to his Georgian roots.

"I'm sure today my father is looking down from heaven and must feel very happy to see his two sons on Georgian soil," said Shalikashvili, who was accompanied on the visit by his brother Othar.

Their father, Dmitri, was a wartime collaborator with the Nazis, a history that created controversy when the general faced confirmation for his current post.

Shalikashvili's visit to the troubled former Soviet republic is billed by both Georgian and U.S. officials as "90 percent personal."

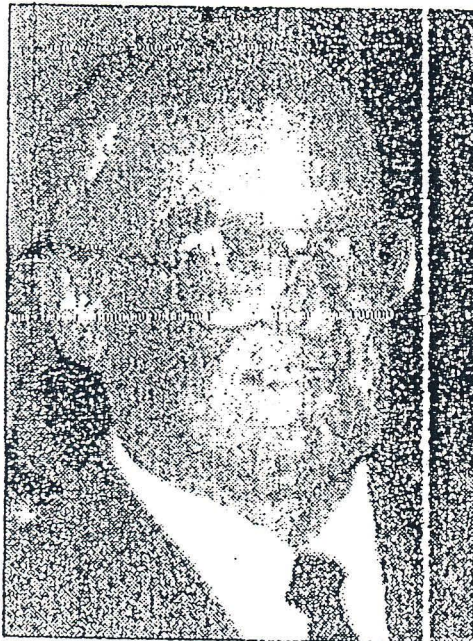
The most important aspect of his visit, he told reporters, "is simply to be here on the land where my father was born."

But his arrival on a large U.S. transport plane and his meetings with top officials give the visit a distinctly official flavor.

Today, he planned to visit his family's home region of Kakhetia, and on Wednesday, he will fly to Ukraine, to oversee joint U.S.-Ukrainian maneuvers.

Page A12 Tuesday, May 23, 1995

The World



Associated Press

■ Gen. John Shalikashvili

Shalikashvili says stability slow process

CRS Report for Congress

Violent Crime Control and Enforcement Act: Summary of S.1607 (H.R. 3355)

Keith Bea
Suzanne Cavanagh
David Teasley
Elizabeth Bazan
Charles Doyle
Coordinator

December 23, 1993



APRIL 19TH 1 officials involved in prison construction, through written re-
1993 2 ports and meetings.

WACO " 3 (c) PROMOTION AND EVALUATION.—The task force
BURNED 4 shall—

1943 " 5 (1) work to promote the implementation of cost-
WARSAW 6 saving efforts at the Federal, State, and local levels;
BURNED 7

1775 " 8 (2) evaluate and advise on the results and effec-
LEXINGTON 9 tiveness of such cost-saving efforts as adopted, broadly
BURNED 10 disseminating information on the results; and

1775 " 11 (3) to the extent feasible, certify the effectiveness
THEY (THE 12 of the cost-savings efforts.

N.W.O.) TRIED 13 SEC. 5102. REPORT ON SUCCESS OF ROYAL HONG KONG PO-
TO TAKE 14 LICE RECRUITMENT.

OUR ARMS 15 Not later than 6 months after the date of enactment
THE FIRST 16 of this Act, the Attorney General, in concert with the Direc-
TIME. 17

BRITISH 18 tor of the Federal Bureau of Investigation, the Adminis-
FLEW RECON. 19 trator of the Drug Enforcement Agency, the Commissioner
OVER WACO. 20 of the Immigration and Naturalization Service, and the
21 Commissioner of the Customs Service, shall report to Con-

BRITISH 22 gress and the President on the efforts made, and the success
INTERPOL 23 of such efforts, to recruit and hire former Royal Hong Kong STILL

CONTROLS 24 Police officers into Federal law enforcement positions. The BRITISH

U.S. FEDERAL 25 report shall discuss any legal or administrative barriers
LAW ENFORCE-
MENT THRU 26 preventing a program of adequate recruitment of former

22 USC 263A 27 Royal Hong Kong Police officers.

WHAT COLOR WILL THE
COATS BE THIS TIME?

PURCHASE ORDER

(on back or attached)

38 - Vendor (APOS 7/90)

Order Number: 40-03J1-3-0241 Sub:

Contract Number

Order Date

ON

September 25, 1993

Ident. No.

Form 1099

Taxpayer's Ident. No.

No

This Number must appear on all Invoices, Packages, and Papers Relating to this Order.

Buyer's Name and Address)

LIBBY SPORTS CENTER

116 E. 9TH

LIBBY

MT 59923

Consignee:

USDA, FOREST SERVICE

KOOTENAI NATIONAL FOREST

506 U.S. HIGHWAY 2 WEST

LIBBY

MT 59923

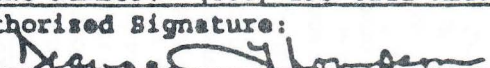
Line Item	Description	Quantity	Unit	Issue	Price	Amount
01	FEDERAL PREMIUM 230 GR. HYDRA-SHOK J.H.P. 45 AUTO	300 <i>Boxes = 15,000</i>	BOX		7.890	2367.00
02	WINCHESTER 230 GR. BALL-JACKET	240 <i>Boxes</i>	BOX		10.880	2611.20
03	FEDERAL 12 GAUGE 2 3/4 00 BUCKSHOT 45 AUTO	80 <i>Boxes</i>	BOX		2.280	182.40

NOTE:

The NOV. 1993 issue of Guns & Ammo contained an article by Jan Libourel on High-Tech Ammo. Tests were conducted on 6, previously available to the public, types of this ammo, one of which was the Federal Hydra-Shok just purchased by the Forest Service.

Perhaps a Forest Service representative could explain to the CITIZENS of Montana State, their reason for purchasing this type of ammunition and why in such large quantities. This cartridge was designed for only one purpose and as Libourel states in his article, "The .45 Hydra-Shok has an outstanding street record of 92 percent one shot stops".

Who determined that this purchase was necessary? Was the decision made locally or by a Forest Service representative in Wash. D.C. or Louisiana? Have Forest Service employees become part of a national police force?

P. O. B. Point Destination	Deliver to Consignee Address on or Before October 24, 1993	TOTAL >	5160.60
Ship Via	Discount Terms Net 30 Days		
Billing Address (DO NOT SHIP ORDER HERE) (Ship to Consignee Address above) U.S. DEPARTMENT OF AGRICULTURE National Finance Center P.O. Box 60075 New Orleans, Louisiana 70160	BILLING INSTRUCTIONS: Do not submit bill in advance of shipment. Send invoice with our Order Number to Billing Address at left. Failure to show our Order Number will delay payment. If available, include your nine position DUNS number on each invoice. Freight charge over \$100 requires bill of lading.		
Issuing Office: USDA, FOREST SERVICE KOOTENAI NATIONAL FOREST 506 U.S. HIGHWAY 2 WEST LIBBY MT 59923	Ordered By: (Name and Title) JEANNE THOMPSON PURCHASING AGENT Phone Number: (406) 293-6211 x2298 Authorized Signature: 		

9/25/93

Will people give way to ecosystems?

Proposed actions would limit property rights and population

By Steve Gorton of The Montanian

The federal government considers people to be a "biological resource" that must be managed to protect ecosystems; the government also wants to manage human reproduction to achieve its ecological goals, according to internal documents from the Environmental Protection Agency and the federal Bureau of Land Management. The documents show that these agencies also want to control private property in order to protect ecosystems.

Sen. Conrad Burns, R-Mont., isn't happy with the proposal.

"This just confirms what we've already known," Burns' press secretary Dick Wadhams said June 27. "The present administration is constantly trying to supersede local control over private property rights."

Wadhams said the Senate Appropriations Committee was to review the Department of Interior's appropriations budget on June 28, and Burns would probably take the opportunity to question the agency's funding level in light of the agency's ecosystem protection scheme.

A number of federal agencies working in conjunction with environmental organizations are proposing an "Ecosystem Protection Act" that would take precedence over federal, state, local and private management of property, in order to protect ecosystems. The group, the Ecosystem Management Coordination Group, is presently conducting ecological assessments of federal, state and private lands to be placed into "ecoregions." The project is expected to take five years to complete at a cost of \$100 million.

The assessment information will be transferred to the National Biological Survey (NBS), which will oversee the assessments when congressional approval is given. Even without congressional approval, the NBS already has 1,850

employees, four "Ecoregional Offices," 13 research centers, over 60 cooperative research units and 100 field stations.

The U.S. Forest Service has directed its staff to begin formally using the ecosystem information collection system on Nov. 5, 1994.

The Act would go far beyond the present Endangered Species Act, which is designed to protect endangered or threatened species. The proposed ecosystem act would protect any geographical area the federal government believes is in danger of being harmed by human activity, regardless of who owns the land.

The United States would be categorized and separated into ecosystems and ecoregions that would be monitored and controlled by federal agencies.

The Environmental Protection Agency released an internal document dated Aug. 6, 1993, saying that "in order to manage, protect and restore our vital natural resources and ecosystems, the United States needs to develop a national strategy for ecosystem management."

Included in the document is a call for "reinventing our governmental and societal approach to ensure the protection and sustainability of ecosystems and natural resources."

In order to accomplish this goal, the EPA says, people will need to take a more "holistic" and coordinated approach to environmental protection.

According to Webster's New Collegiate Dictionary, holism is defined as "a theory that the universe and especially living nature is correctly seen in terms of interacting wholes that are more than the mere sum of elementary particles."

One of the EPA's key tools to protect ecosystems would be to

"develop human population policies that are consistent with sustainable economies and ecosystems."

The ecosystem concept is based on the belief that every natural thing in the world is related, and everything is of equal value. Under the ecosystem approach to land management, any activity can adversely affect components of a biological area and should be regulated to preserve all the member components.

Logging, mining, farming and residential development in an area are activities that can negatively change a portion of the natural world, adverse affects of the activities should be reduced or prohibited, in order to "protect people's health", according to the EPA.

Under the proposed act, the government would protect not only individual plant and animal populations, it would protect and restore geographical areas based on pre-human historical records gathered from archaeological and paleontological excavations.

The EPA also favors a national ecosystem management plan that will not require congressional approval.

In the document, the EPA calls for the development of "a national ecosystem management policy which is implemented jointly by the appropriate federal agencies pursuant to an Executive Order, that would be in place no later than Sept. 30, 1994."

An executive order would create the legal basis for a federal management plan on the authority of the president. Congress would not be involved except in appropriating funds.

The federal agency's plans signal a bleak future for private landowners and ranchers in America, according to Tom Mc-

Donnell of the American Sheep Industry Association.

"If the EPA's plan to reinvent government is fully implemented, a centralized government will have the authority to intrude into almost every aspect of American life."

McDonnell said in an interview with *The Montanian* June 22 that federal agencies have already imposed strict guidelines on how private property owners in the Hell's Canyon area of southern Idaho can use their property in order to protect Bighorn Sheep.

McDonnell said, "The Forest Service now will control all private ground. You can't develop property under 160 acres, you can't make any improvements or maintenance on your property without permission from the Forest Service without risk of condemnation."

McDonnell said the federal agencies are imposing their directives on private property owners without Congress knowing anything about it.

"Just today I've already had seven calls from congressmen who want to know what's going on," McDonnell said. "Senator Craig from Idaho said the administration told him last fall that they had no formal ecosystem system protection structure and he is mad that they obviously lied to him in subcommittee hearings."

The Clinton administration is creating a network of federal committees, councils and interagency groups to develop ecosystem management policies that will not necessarily conform to state boundaries. One such group is presently working on management proposals for the inland Pacific Northwest. Although Montana would likely be affected by federal management decisions regarding the inland Northwest ecosystem, no representative from Montana was included in the decision-

making process.

Unfortunately, the EPA maintains, state and local laws are "barriers" to the federal government's goal of enacting ecosystem protection measures.

President Clinton has created a Council on Sustainable Development comprised of five Cabinet members and leaders from several environmental groups who have a goal to "develop policy recommendations for a national strategy for sustainable development that can be implemented at the public and private sectors." The Council's agenda closely parallels that of the International U.N. Commission on Sustainable Development.

While the EPA document refers to agency actions in the future, most of the proposed actions are already being implemented, McDonnell said in an interview with the *Live-stock Market Digest*.

"The departments of Agriculture and the Interior are already moving to implement regulatory changes reflecting an ecosystem policy," McDonnell said. "Centralized planning may be within two years of being fully in place."

Burns' aide Wadhams said, "This is a big, new club the administration will try to use against private property owners. And Senator Burns finds the \$100 million budget startling when the administration says there isn't enough money to fund timber harvest programs. It's another example of the war on the West."

Montana's U.S. senators hold key positions that could influence the EPA's decisions, if they choose to do so. Sen. Max Baucus, a Democrat, chairs the Senate Committee on Environment and Public Works. Burns sits on the Senate Appropriations Committee.